





I recall nothing more exciting than the thrill, the crash, the shock of hurling the ship at the ice to smash a way through; the tension of the moments when we were caught in the resistless grip of great icefields, and the quivering of the whole ship like a mighty bowstring as she leaped upward—the ice in snarling turmoil meeting beneath her keel and expending its fury upon itself.

—Robert E. Peary

HISTORY OF USCGC EDISTO

The construction of the USCGC EDISTO was authorized by Congress December 17, 1943, her keel laid by the Western Pipe and Steel Company of San Pedro, California on May 15, 1945. She was commissioned a U. S. Navy icebreaker March 20, 1947. EDISTO was named for Edisto Island, located twenty miles south of Charleston, South Carolina which in turn is named for the Indian tribe that inhabited the island and the surrounding area.

As a Navy icebreaker, EDISTO performed various operations in both the Arctic and Antarctic. Immediately following her commissioning, she was deployed for Operation HIGHJUMP, the first of the major operations by the U. S. Navy on the continent of Antarctica. In 1949 she participated in Operation BLUEJAY, the construction of radar stations in the northern regions and in February 1955 was assigned to assist in constructing the Distant Early Warning System, a network of remote radar stations along the northern fringe of the Western Hemisphere. During Operation DEEPFREEZE later that same year, EDISTO lost her starboard screw in the heavy ice of McMurdo Sound. The ship remained in operation and conducted an independent survey near Cape Hallett. EDISTO was the first ship to explore this area; subsequently one of the bays she entered was named "Edisto Bay" and a nearby penguin rookery was named "EDISTO ACRES". While returning to Boston from DEEPFREEZE IV in 1958, she was diverted to assist the people of Uruguay who were victims of a disastrous flood, earning her the personal thanks of the President of Uruguay.

The ensuing years saw EDISTO returning again and again to these frozen regions undertaking vigorous and challenging missions. She encountered the worst weather of her career in October 1960 while operating south of New

Zealand late in the season. Her topside loaded with tons of ice, she struggled to regain stability at the end of each agonizing roll. After the storm she had lost most of her rigging and her starboard screw, necessitating a "one-propeller" trip to Pearl Harbor.

EDISTO put to sea July 20, 1965 for her last cruise as a Navy ship. Thereafter, on September 21 EDISTO received her first Coast Guard crew—the Executive Officer and the Engineering Officer. EDISTO arrived at Boston Naval Shipyard on September 24 where the Coast Guard Commanding Officer, Captain William K. Earle, USCG greeted her.

EDISTO became a Coast Guard Cutter October 20, 1965 at Constitution Wharf, Boston, Massachusetts. On November 13, three weeks following commissioning EDISTO was called upon for her first feat as a Cutter to aid in the repair of the cable which links the United States with the Ballistic Missile Early Warning System at Thule. Upon return to Boston, she entered the shipyards for a complete overhaul.

In June 1966 EDISTO departed Boston for resupply operations in the Arctic. While on this deployment EDISTO performed numerous oceanographic stations across Baffin Bay, and traveled up into Kane Basin, reaching a latitude of 82° 00' 02" N where an oceanographic station was performed. EDISTO visited Edinburgh, Scotland, for R&R, later returning to Argentina, where she was ordered to disassemble and evacuate two portable loran stations that were working in the Baffin Bay area.

In December 1966 EDISTO was again called to aid a Canadian cable layer and two Canadian icebreakers in a cable repair operation off Cape Athol, Greenland. Working in total darkness, the project was completed and EDISTO returned to Boston.



USCGC EDISTO WAGB-284

In June 1967 EDISTO again left from Boston for resupply operations in the Arctic where she assisted in the laying of yet another DEW line cable in the area of Thule Air Base. At the conclusion of this operation, she was joined by USCGC EASTWIND for an attempt to circumnavigate the world via the Arctic Basin for the first time in history. The squadron, under the command of EDISTO's skipper, Captain William K. Earle, succeeded in progressing as far as 81° 27' N off the west coast of the Severnaya Zemlya Islands of the Soviet

Arctic. Extraordinarily difficult ice conditions forced a turn south and an attempt to make passage through the Straits of Vilkitskogo. These Straits are claimed as territorial waters by the Soviet Union, whose government filed a protest with the State Department. The squadron was ordered to terminate the circumnavigation mission and return to her operations in the Greenland Arctic. An oceanographic survey in the Baffin Bay area was undertaken before EDISTO returned to Boston.



CAPT W. K. EARLE

Commanding Officer

CAPTAIN'S COMMENT

EDISTO's 1967 deployment, depicted in this book, was varied, interesting, and productive. The season started with the traditional MSTs support operations, including the "opening" of the west coast of Greenland, the establishment of the Cruncher Island Responder Beacon, the initial break-in to Thule, and escort of early arriving MSTs ships to and from Thule. Since ice conditions were more severe than usual this was challenging work. There were extended periods of full power operations . . . backing and ramming, breaking through pressure ridges, twisting through leads, swinging back to break loose ships that had become beset. EDISTO, driven by a competent and determined crew, was in her element. She performed like a true professional.

Then came the challenging BMEWS cable repair operation. Utilizing every icebreaking technique in the book, EDISTO and SOUTHWIND screened and supported the USS AEOLUS and USS SENECA during repair and restoration operations involving vital submarine cables connecting the Thule BMEWS site with North American Air Defense Headquarters—a difficult and important job well done.

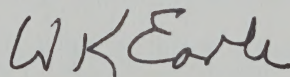
The high point of the summer was the diversion to Europe and the Soviet Arctic to attempt a never before accomplished feat—circumnavigation of the world via the Arctic Basin. This mission, undertaken jointly with EASTWIND under relatively constant Soviet air surveillance, was aborted 16 days after its commencement by a combination of unusually severe ice conditions in the Kara Sea and State Department unwillingness to run a risk of confrontation with Soviet forces. Its cancellation just short of the Straits of Vilkitskogo, halfway across Siberia, was a bitter disappointment to all of us. Memorable European liberties coming and going (Trondheim and Amsterdam) afforded

some solace and four weeks of late season oceanographic operations back in Greenland waters took our minds off the matter. This historic voyage, connecting the Northeast and Northwest Passages, is certain to be accomplished sometime in the future. When it is, EDISTO will have a piece of it. We paved the way.

Interspersed throughout the summer operations were goodwill visits and miscellaneous Arctic support work including two calls at the hospitable Danish Naval community of Gronne Dal, a stop at the Danish Loran Station at Angissoq, ice breaking operations off the Eskimo village of Kanak, and support of a downed helo recovery operation at the base of the Steensby Land ice caps.

It was indeed an interesting and active deployment. But the thing I will remember best about it came from within rather than without. It is the quiet competence, dedication, spirit of the EDISTO crew. These officers and men, above any I have served with before, worked for the ship rather than for themselves. They worked together as a team, with mutual consideration and respect. They were constantly ready to push forward to new challenges and adventures. They gave of themselves and their talents fully and completely to the end that EDISTO might excel in all of her operations. As a result, she did just that.

I was truly proud to take part in this Arctic adventure with this outstandingly able and dedicated crew. It was a rich and rewarding experience.

A handwritten signature in dark ink, appearing to read 'W K Earle', with a stylized, cursive script.

W. K. EARLE
Captain, U. S. Coast Guard



CDR L. J. LARSON

Executive Officer

ARCTIC EAST '67

June

- 13 Departed Boston
- 16 Arrived Argentina
- 23 Arrived Gronne Dal
- 28 Sondrestrom Fjord:
 - Established Cruncher Island
 - Radio Responder Beacon
- 29 Crossed Arctic Circle at 66° 33'N, 52° 02'W

July

- 4 Arrived Thule
 - Port officially declared open for shipping
- 16 Upernavik
 - Towing drills with SOUTHWIND
 - Ice escort operations with USNS CRAIG
- 27 Commenced BMEWS cable repair off Thule

August

- 1 Departed Thule
 - Commenced project of circumnavigating Arctic Basin from west to east
- 11 Arrived Trondheim, Norway
- 16 Norwegian Sea—First Soviet overflights
- 20 Arrived Novaya Zemlya, U.S.S.R.
 - Entered Kara Sea
- 27 Reached 81° 27'N, 77° 59'E
- 29 Circumnavigation mission terminated by Commandant, USCG

September

- 6 Arrived Amsterdam via North Sea Canal
- 13 Transitted English Channel
- 20 Arrived Angissoq, Greenland
- 22 Arrived Gronne Dal, began oceanographic survey

October

- 1 Arrived Thule
- 2 Rescued USAF helo near Kanak
- 4 Departed Thule, continued oceanographic work in western Baffin Bay
- 14 Oceanographic operations completed
 - Departed Labrador Sea for Boston via Earle, N.J.
- 19 Arrived Boston







*Leaving family and
we depart Boston*



friends behind,

13 June 1967



*Final preparations
ensure
maximum operational*



General Quarters—Battle Stations



Man Overboard



Flight Quarters flight deck detail



Boat Drills

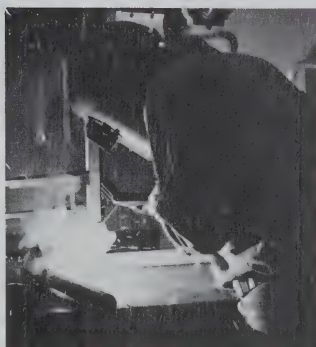
and training
readiness



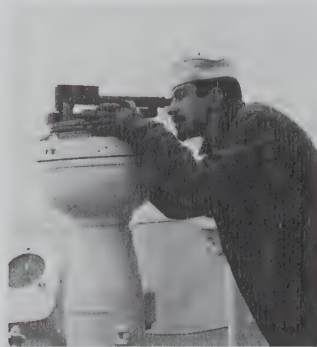
CM's Eno, Dickson, and Shreve maintain the mount.



Kelley provides



Final Repairs



QM2 Herman taking bearings

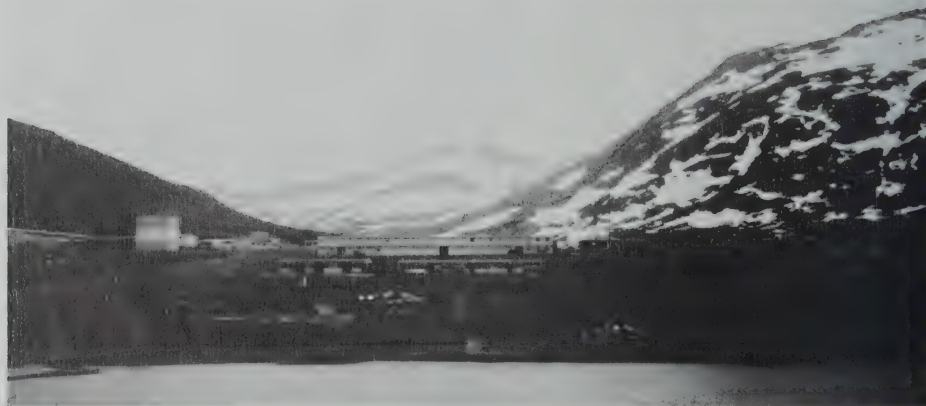


Cleaning the weather decks

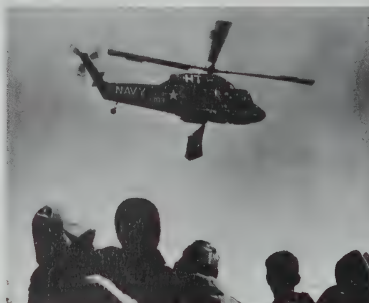




GRONNE DAL



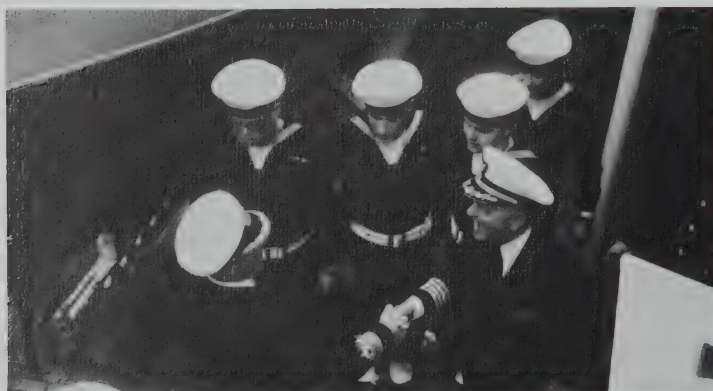
VP returns from Ivigtut



Helo demo-Arsuk Fjord



Visitors departing



Captain Earle welcomes aboard CAPT Jorgensen during EDISTO's first visit to Gronne Dal, seat of NATO Command in Greenland.



Mr. Doig taking a bearing

in Arctic waters

EL SUPREMO:
No substitute for experience



Radarman Paige tunes the SPA 4



requires team effort

CRUNCHER



On this lonely isle near Sondrestrom Fjord, Eddie installs an important radio aid to navigation. With the aid of the Navy helos, the mission was accomplished with minimal delay.



Ensign on the way up! ENS McCarty prepares to attach one end of the Cruncher Island beacon antenna.



ETC Clemmons and ET2 Pulsifer "team up" to complete the Cruncher installation.



Cruncher Island: Where are you?
Radioman Howe attempts to key the Cruncher beacon.



CROSSING THE ARCTIC CIRCLE



Partaking of quak and the nectar of the Gods; and the adding to the frozen wastes by the giving of the heat and moisture of the body; by virtue of the trust placed in him by his Majesty, Boreas Rex, doth welcome this intrepid and honored soul into the Auroral Arctic Empire and to receive the coveted rights and privilege of his silent realm.



Could this be some of Eddie's mid-rat hot chocolate?



GM3 Dickson prepares to apply the old "truth serum" to an almost Bluenose.



"Standby for a ram"

EM1 Maxie Walsh honorably served as this year's "Royal Baby."



Helicopter operations



Flight deck operations and instructions consumed a great deal of the aviator's time . . . well, almost!!!



Putting bird in the nest





THULE . . .

4 July 1967

Mt. Dundas marks THULE approach



The voice of experience



Laffin, Moorehead, and Cummings
make ready the brow.





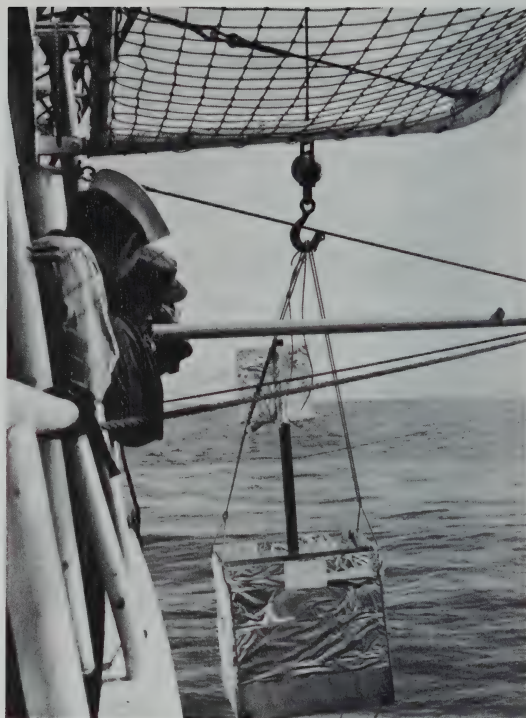
Capt. Earle is heartily received by Thuleites as EDISTO's arrival marks the opening of the port for 1967.

Danish liaison officer pays official call.



EDISTO hosts North Star party of flag officers and college presidents.





gunnery

towing

ice escorting



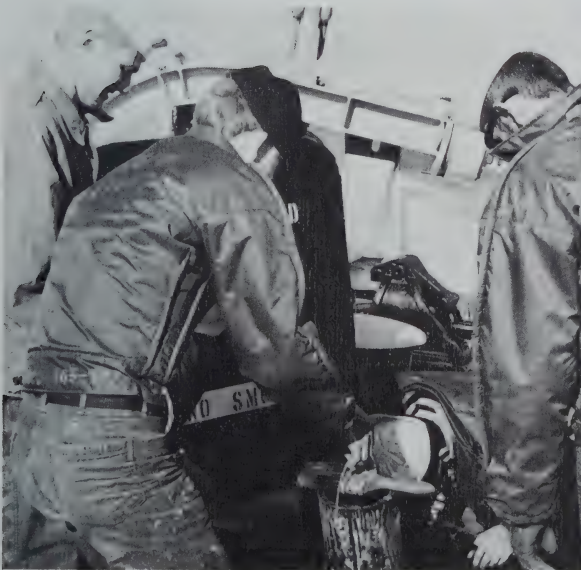
SN Snaith and SN
Fitzgerald swabbing the
deck



Chief Hearn directs lowering of the VP

familiar tasks

The paint locker





ENS Kull and RM3 Wimbush—Phone patches

Morale Boosters

happy hours



Red Riding Hood Cherny and Wolfman Killam

Chief Gingles



ENS Kull



CS2 Kelley





Chief Fuhr's retirement



CS2 Kelley—the great swami

talent shows



ENS Arnold and RD3 Cherny

QM3 Sprague—signified
monkey





SN Penuel beardgrowing

rec decks
a chance to relax

Whist tournament



ET3 Barry and RM3 Barouch





EN1 Pothier with customer ET2 Pulsifer

*ship's services
we aim to please*



SD3 Ramirez trims EN2 Wiltsie

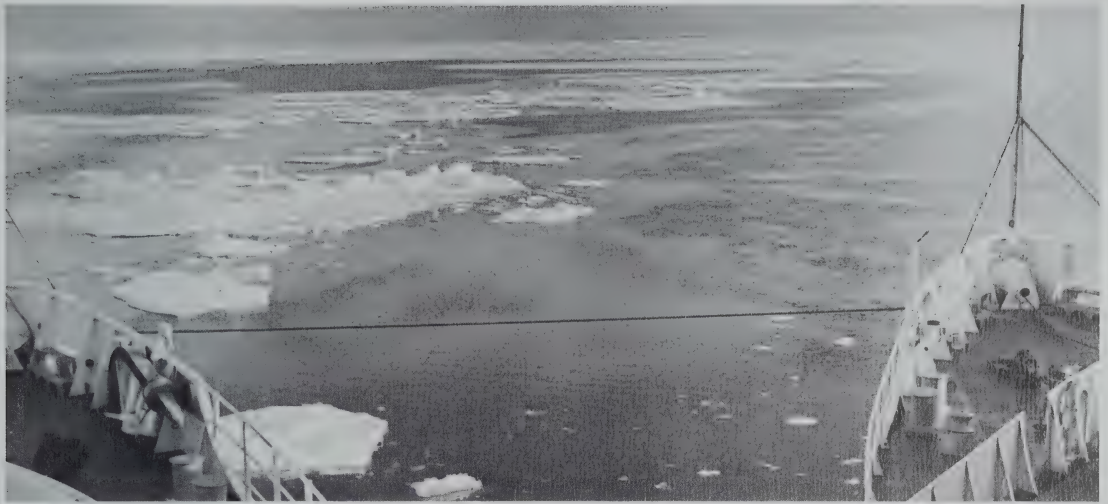
BMEWS CABLE REPAIR OPERATION



on end runs Southwind defends Seneca

. . . while Edisto guards Aeolus





Teamwork

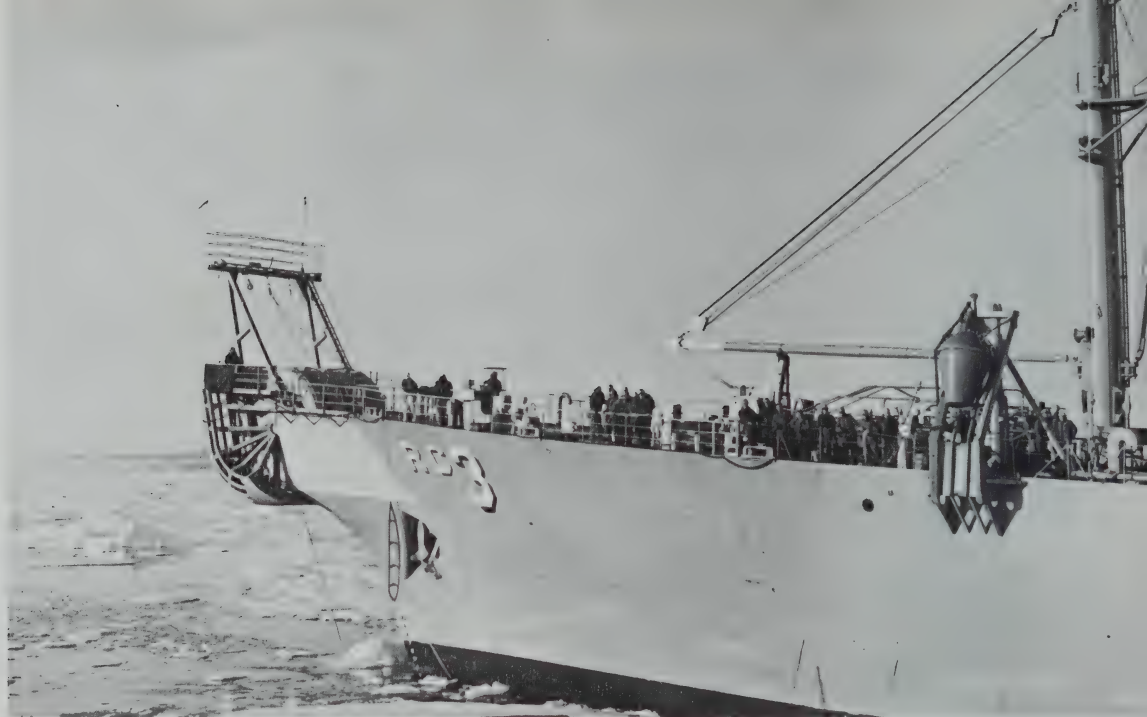
running interference



Unique task

EDISTO clears the way





watching and waiting: a cable is repaired



liberty on the way

Mr. Emert and SK1 Kunz—moneylenders in the temple



Channel fever





. . . TRONDHEIM

long awaited liberty



and mail

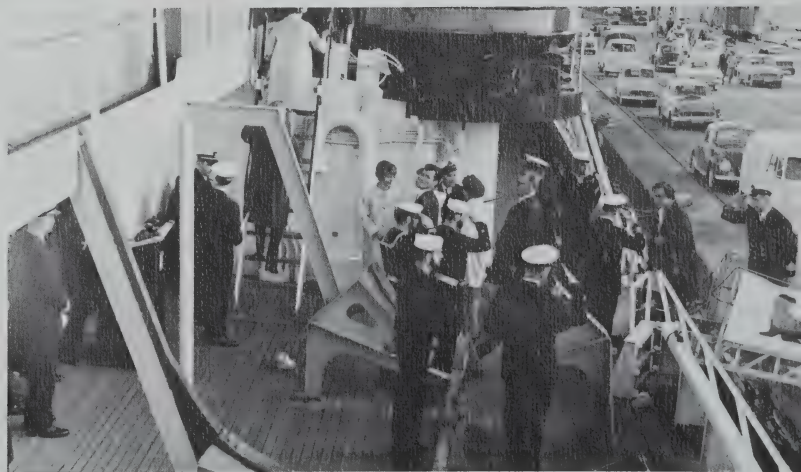


Market Place—day life and night
life



Norwegian antiquity

Mutual curiosity



ITRED 11 ALFA DOORED TRS L...
TO 11 SEPTEMBER
ISIT AUSTRALIAN TO 11
ELTA COT TR
MEIM 150900Z

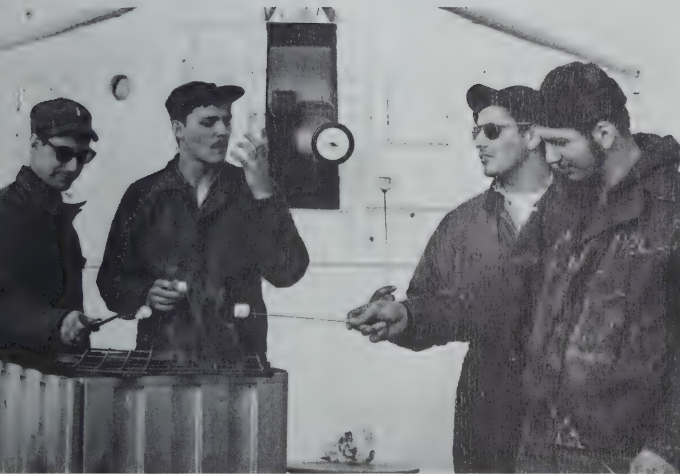
PLATE 8
Y OR ENY
THIS YEAR
EDISTO
RETURN
EDISTO
HISTORIC 8.00
COAST GUARD ICEBREAKER
CHOP
HAS BEEN TERMINATED
CONDITIONS

TO THREE DAYS LEAVE TO CERTAIN EDISTO
COMPLETED IN LATE SEPT
OF SEVERAL DAYS
OF CIRCUMSTANCES
WILKIE OF KITKORD
THE POLAR CIRC
NAVIGATION FOR SQUADRON
ALTHOUGH FAILING IN THEIR
BEYOND THEIR ANTARCTIC
WORLDWIDE RENDEZVOUS
SHORT HELD BLANKET
COAST GUARD ATTEMPT
EA 052200Z

BELIEVE WE ARE AT BOUNDARY
FOR ALL ICEBREAKER SQUADRON
EDISTO AND EASTWIND HAVE A R
ACHIEVEMENT FOR THE U.S. AND
MOST OF IT. SIGNED CAPT. EA
IN THE VOYA EDISTO AHEAD
OPPORTUNITY TO MAKE
COAST GUARD. LETS M
TRONDHEIM 000Z JAN 68
FM CG 15 COGARD
TO USCGC AUG 67
USCGC EASTW. 67
THICK WINTER ICE
BT
UNCLAS E F T O
HIGHEST TRADITIONS OF THE COAST GUARD

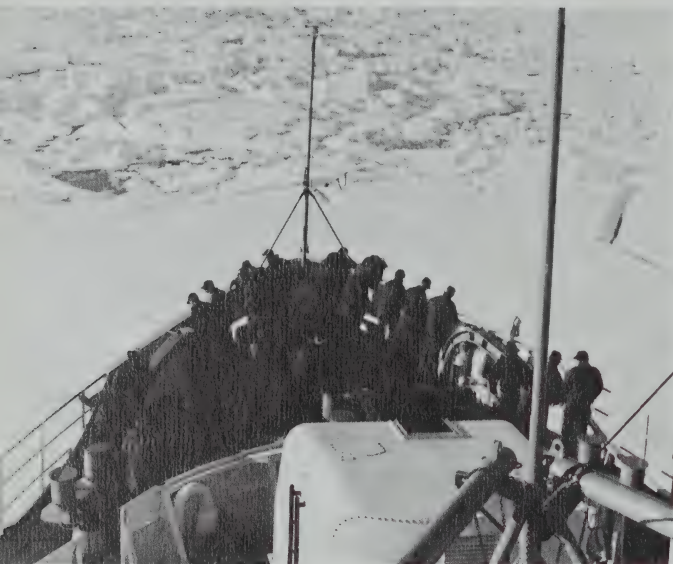


Despite frequent Soviet over-flights stirring mutual curiosity, ship's business was carried on per usual.



Occasionally, crypto fires on the fore-castle provided opportunities for toasting marshmallows—ENS Peyser, RM2 Greenleaf, ADJ3 Lanouette, and SN Viola.





10/10 concentration thick winter ice

Oceanographic icefishing

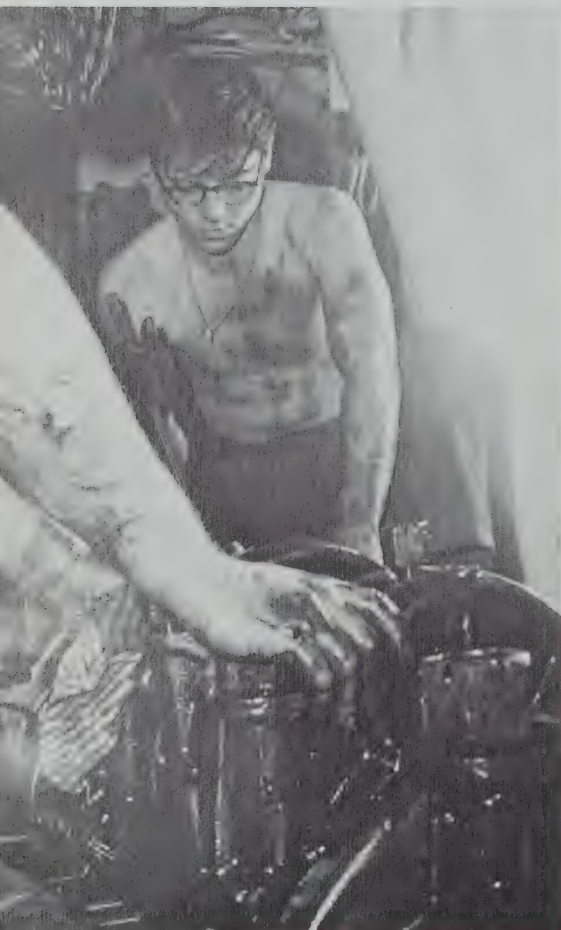


EASTWIND wallows astern

You must be kidding

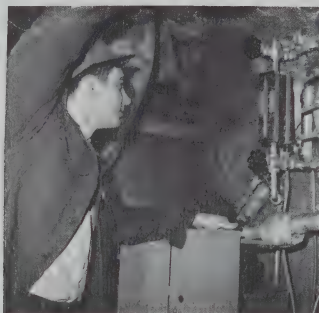


*. . . six engines constantly in use challenged
the skill and experience of the engineers. . . .*

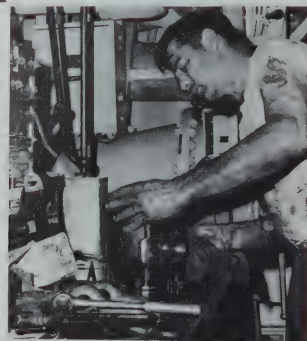


Underway repairs

Chief Cromwell—experience counts



FN Caron adjusts valves to supplement the Arctic "heat"



EN1 Horton cleans piston insert









AMSTERDAM

*After three weeks in
the Soviet Arctic,
Edisto slips through
the North Sea Canal
for a week's liberty*





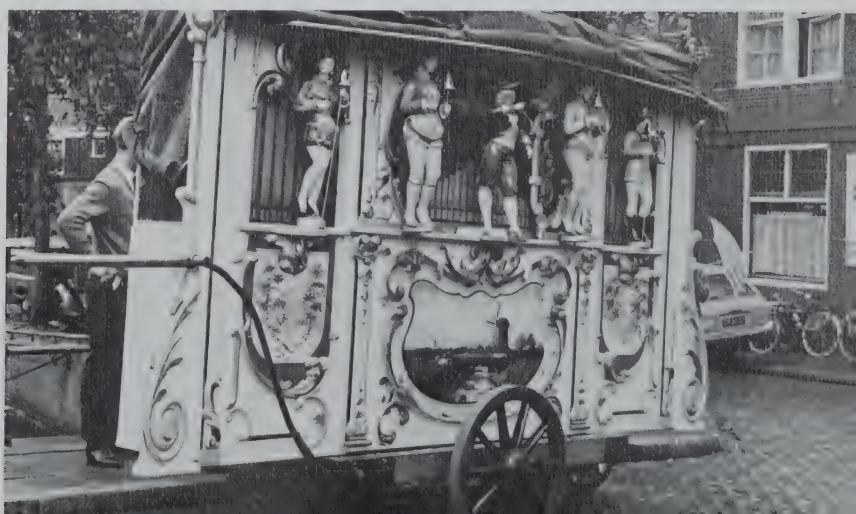
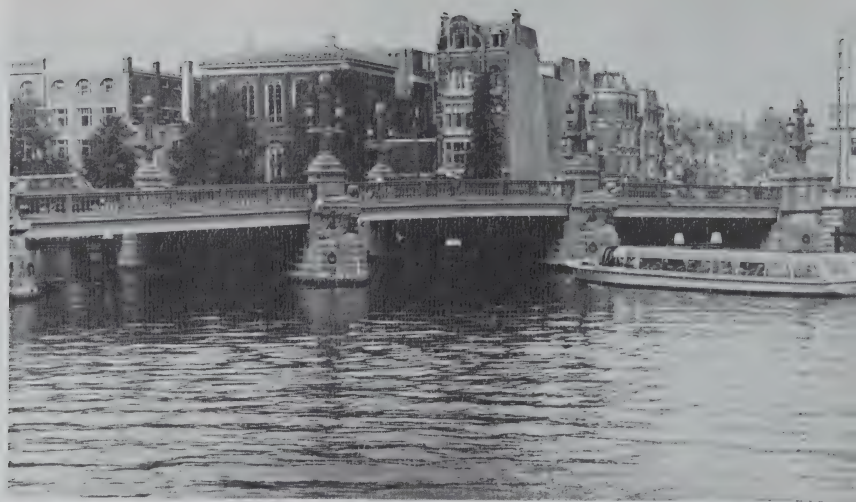
Open house for the Dutch



American Consulate official inspects ENS Mullins' Honor Guard



Casual studs





SN Cummings, Helmsman

*M
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!!*

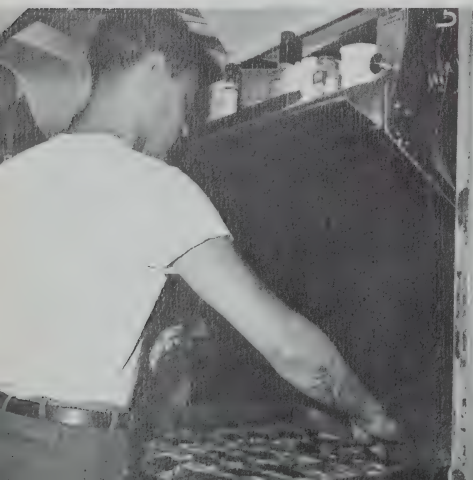


SN Williams pipes over the 1 MC



FN Rasmussen on sounding and security patrol

Skeeter grills steaks in the galley

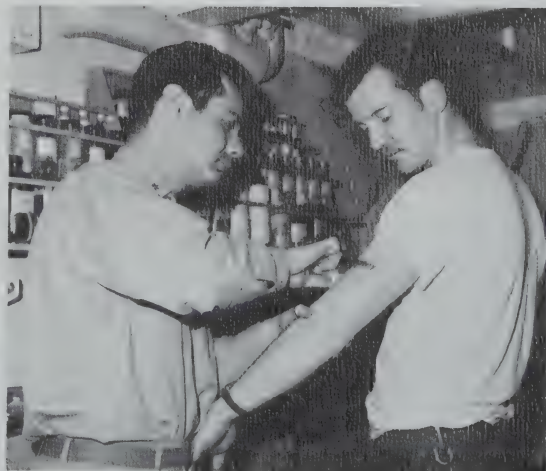
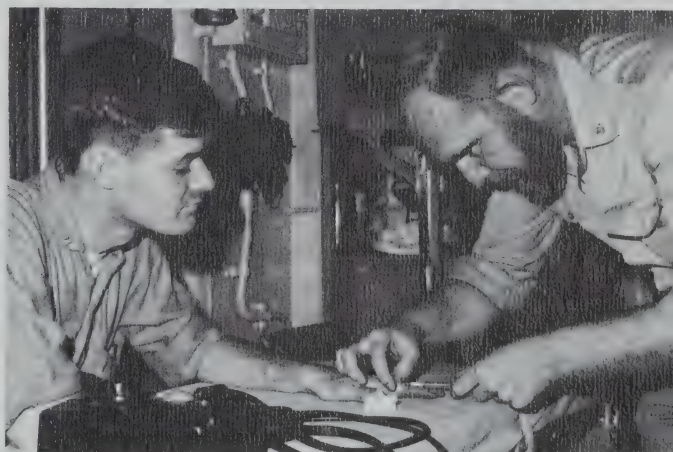


SD3 Tamayo—Is the fish that tough?

S I C K B A Y



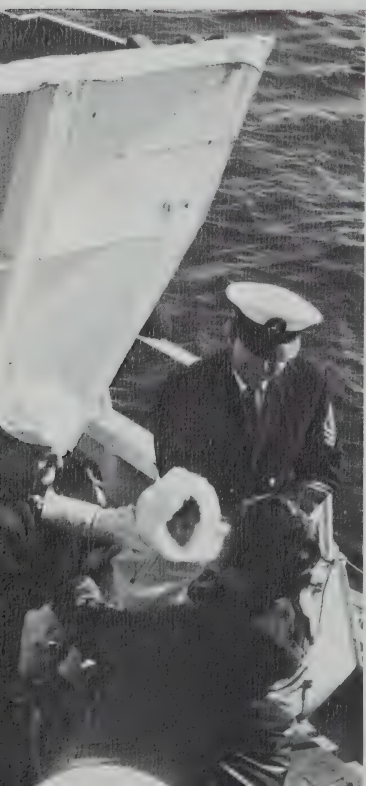
Small medical problems keep Dr. Martinez, Chief Lawlor, HM2 Mooney and DT3 Benevisez busy throughout the voyage.





SA Hillebrandt and Chief Hearn
welcome Greenland family
aboard.

ANGISSOQ



Capt. Earle and guests



EN3 Partridge caught the largest cod of the
summer.



SA Hardisty, AG2 Schumacher, SA Ricker
and AG3 Holmes at the winch.



Oceanography



AG2 Jelmborg inspects a BT slide de-
termining the thermocline while Nansen
casts and core samples were periodically
taken for testing and analysis.



*Helo recovery
near Kanak*



Kanak



Chipping ice in Smith Sound



Ellesmere Island

Greenlander heading for home





BOSTON
19 October 1967

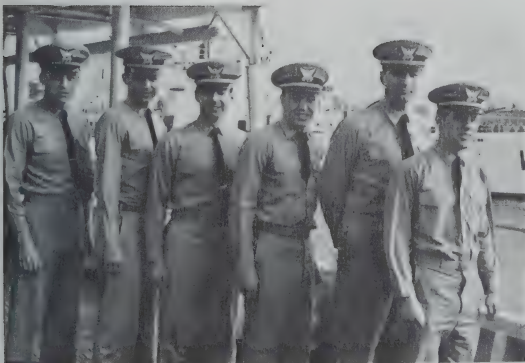


OPERATIONS



First Row: ENS Arnold, QMCM Pond, RM1 Pearson, QM1 Beck, RD1 Fisher, AG1 Smith, AG2 Schumacher, YN2 Zupan, ET2 Pulsifer, SN Kobuszewski, QM2 Herman. **Second Row:** LT Doig, ENS Peyser, RM2 Horne, QM3 Campbell, RM3 Barouch, QM3 Sprague, SN

Wade, AG3 Holmes, QM3 Weeks, ET3 Barry, RD3 Cherny. **Third Row:** ENS Pastore, LTJG Switzer, ENS Cook, RM2 Greenleaf, RD3 Thompson, RM3 Wimbush, AG3 Balentine, RM3 Howe, SNYN Lelakes, SN Paige, SN Wingo, SNRD Suttle. Missing: RDCM Fuhr.



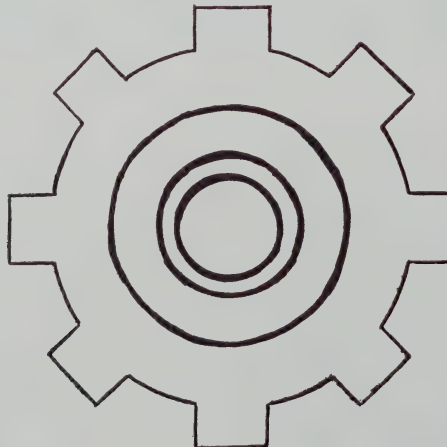
LT Doig: Department head; navigator
 LT (jg) Switzer: Communications
 ENS Peyser: CIC; exchange
 ENS Cook: Electronics materiel
 ENS Pastore: Admin. assistant; education;
 meteorology
 ENS Arnold: Assistant communications
 Missing: LT Sawchuk, RCN: Deck watch officer

ENGINEERING

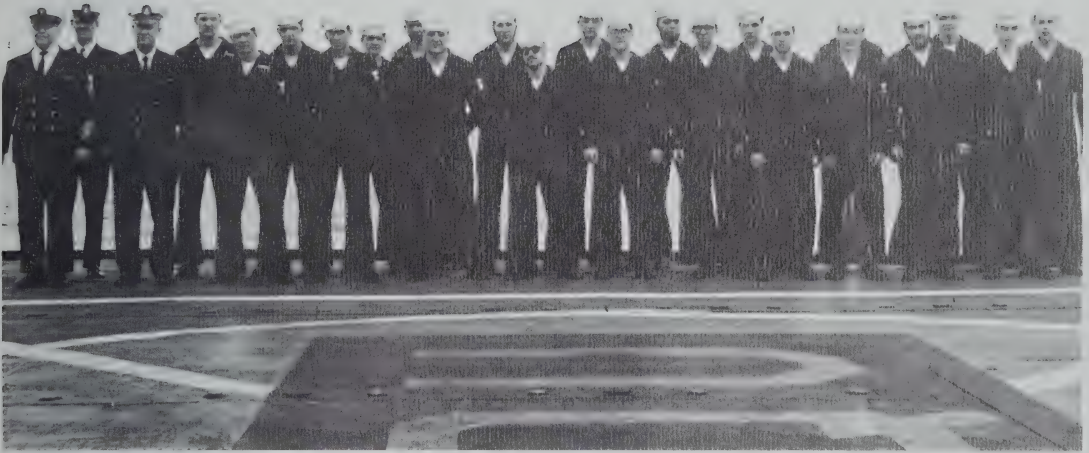


First Row: ENC Yule, EMC Cromwell, ENC Kreider, DCCM Smith, **Second Row:** EN3 Partridge, FA Locke, FA Radosta, BT3 Baum, EM3 Farnsworth, FN Rasmussen, FN L. Brown, FN Birkbeck, EN3 W. Hosford. **Third Row:** EN3

Barnett, EN2 Warren, DC3 Cuff, EN1 Petersen DC3 Humphrey, FN Marco, EM2 W. Walsh, FA McGreavy, EN3 Skidmore, EM3 Garrison.



ENGINEERING



First Row: EMCM Marshall, EMC Johnson, EN1 Horton, EN1 Shaw, EM1 Walsh, FN Burgess, EM3 Trudelle, FA Hetland, FA Ortt, EN3 Clark, FA Boushell, EM3 Hickey. **Second**

Row: EMC Jarman, EN1 Moore, DC1 Hoffman, EN2 Wiltse, EN2 Smith, FA Huestis, EN3 Chase, FA Schumann, FA Garling, FA Steiert, EM3 McCauley.



ENS Snook: Student engineer
 ENS McCarty: Boiler and fueling
 LT(jg) Sherrard: Assistant engineering officer;
 DCA
 LCDR Buell: Department head; engineering officer
 Missing: ENS Grossweiler: Electrical
 CHMACH Hooten: Main propulsion

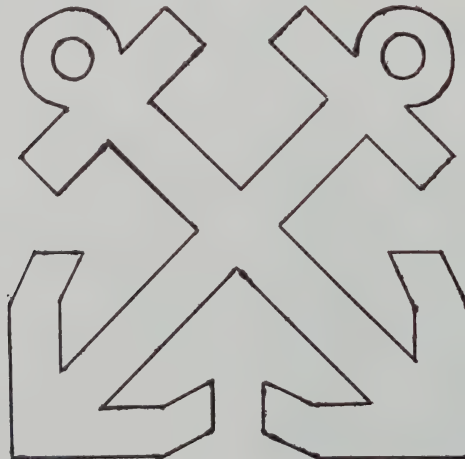
DECK

First Division



First Row: BM3 Fieck, BM1 Gillikin, BM1 Woods, BM1 Bayko, SN Schlosser, SN Mouser, SN Fernald, SN A. Brown. **Second Row:** ENS Kull, (1st LT), BMCS Hearn, SN Williams, SN Laffin, SN T. Fitzgerald, SA Viola, SA Kempf,

SA Rheume, SA Haley, SN Andrade. **Third Row:** SN Luc, SN Moorehead, SN Bean, SA Goss, SA Power, SA Ariola, SA Perry, SA Szucs.



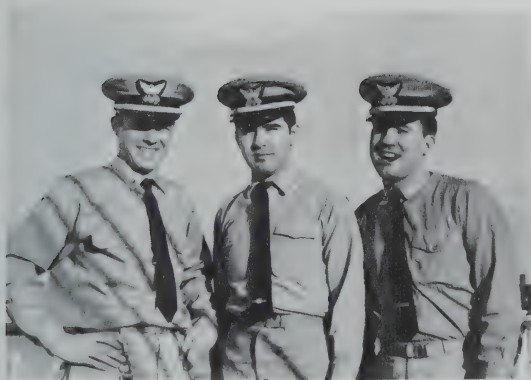
DECK

Second Division



First Row: GM2 Eno, SA Snaith, SA Harding, SA Gunrud, SA Howard, SA Rodgers, SA T. Smith, SA Jalbert, SN Oathes, SA Hillebrandt, SN Nickerson, SN Leonard, ENS Mullins. **Sec-**

ond Row: SA Ricker, SN Shreve, SN Penuel, SNFT Gribbin, GM3 Dickson, FT2 Magill, SN E. Fitzgerald, SN Lancaster, SN Bullock, SA Cummings, SA Hardisty.



ENS Bates: Assistant 1st LT; morale; PIO and photography

ENS Kull: Department head; 1st LT

ENS Mullins: Second division; gunnery

SUPPLY



First Row: SD1 Del Fierro, SD1 Tunay, SN Hayman, TN Quezon, DT3 Benevidez, SD3 Ramirez, TN Manuel, TN Villaluz, TN Marasigan, SKCS Gingles, HMC Lawlor, CSCS Salaway, CHSPCK Emert. **Second Row:** SN Lan-

glois, SN McKeon, SK3 Durica, SN Stoddard, HM2 Mooney, CS2 J. Brown, SK3 Avery, SK1 Kunz, SD3 Tamayo, CS3 Trenouth, SN Gavin, CS2 Kelley.

CHSPCK Emert: Supply Officer; Department Head
Missing: LCDR R. Martinez—Cayere, MD



HELO DETACHMENT



First Row: AMS3 Borneman, ADJ3 Schurman,
AT2 Borusky, AMS3 Mazzanti, AE3 Barcarfer.
Second Row: ADR2 Stegall, ADJ1 Salyer,

LTJG Fox, LT Kent, LTJG Faull, LTJG Sloan,
AMH2 Woods, ADJ3 Lanouette, AE3 Vidas.

HELSUPRON FOUR

EDISTO and the Cruisebook Staff express our appreciation to the following parties whose financial support has contributed toward making this book possible:

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RD3 J. J. CHERNY, III

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SN S. P. WADE

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